

ORPHEUM

Thursday-Friday-Saturday-Sunday

BISBEE DAILY REVIEW

Published Every Morning Except Monday

By the
STATE CONSOLIDATED PUBLISHING COMPANY.

Editorial Office PHONE NO. 39, 2 Rings
Business Office PHONE NO. 29

SUBSCRIPTIONS

By Mail, per year (Strictly in Advance) \$7.50
Single Copies 10c
By Carrier, per month 75c

ADVERTISING RATES ON APPLICATION.

TO WHOM IT MAY CONCERN.

It will be the earnest endeavor of the Review never intentionally to wound the feelings of anyone. Should an erroneous statement appear in the columns of this paper, call our attention to it, and if an error, due correction will be made and ample justice cheerfully accorded. The advertising columns of this paper are for sale at the regular office rates to unobjectionable matter.

Entered as Second Class Matter at the Postoffice at Bisbee, Arizona, under Act of March 4, 1879.

RAILWAY ACCIDENTS.

It would probably come as a surprise to most persons to know that there were every collision and derailment of trains and all similar accidents on the railways. It would not reduce by 5 per cent the number of deaths and injuries on the railroads or to railway employees. The figures in this matter are startling, as presented by Samuel O. Dunn, editor of the Railway Gazette, who has been making a special study of the subject. Train accidents are serious matters, to be sure. They occupy large space in the newspapers. They challenge our love of the dramatic and the horrible. They supply the sentiment which demands greater safety in travel and better protection of railroad workers. Yet only 3.5 per cent of the killed and 4.3 per cent of the injured in 1912 can be ascribed to those causes. There were 16,585 persons killed and 169,535 injured accidentally in the railroad work of the country that year, the vast majority of them being employees of the companies. Others killed or injured were largely at grade crossings or trespassers on the rights of way.

Railroad equipment has wonderfully improved the past few years. Among other things automatic couplers have been put on both passenger and freight cars, yet employees continue to be injured in train coupling. Block signals have been installed, yet trains continue to collide in spite of them. What Mr. Dunn calls "man failure" is responsible for a large number of accidents, both to others and to the man who fails. He says there is a spirit of carelessness or recklessness which leads to most accidents, some times aided by poor equipment, but often in spite of the best equipment. This spirit is not confined to railroad employees. If it were there would be greater hope of eliminating it. He calls attention to the fact that while the railroads of the entire country killed 139 in train accidents, in New York City alone 146 were killed by automobiles.

Evidently the whole country needs education in carelessness and caution. Discipline everywhere is the chief remedy suggested, accompanied by better equipment, improved safety devices for the protection of workers, punishment of trespassers, abolition of dangerous grade crossings, and the creation of a public sentiment which would both demand and back up all these things. Uniformity of railroad regulations under federal supervision, and punishment of those who violate them, whether through carelessness, or desire to keep schedule or any other cause, would go far to reduce this tremendous and unnecessary killing and maiming, which has given this country an enviable notoriety throughout the world.

AMERICA IS LEADING.

Ten years ago the exports of American automobiles and their parts amounted to \$1,000,000. Last year the figure was \$40,000,000. The chief industrial nations have all gone into the manufacture and improvement of motor vehicles with eager energy and desire to excel. The manufacturers, artisans and inventors of the United States can feel well satisfied with the rank they have attained in this highly interesting field of mechanical ability and origination genius. Over 75,000 American wage-earners are engaged in making automobiles, and last year a quarter of a million were built in American shops. A dozen years ago this country imported most of the cars in use. Now it supplies the home demand and is reaching to put the best machines on foreign roads. Canada buys 50 per cent more automobiles in the United States than in England, which would not be the case if the product of both countries was equally attractive. Nearly a million automobiles are running in the United States and the effort to check some of the grades goes on promisingly.

Gen. Hernandez of Venezuela speaking of Gomez and the Castro rebellion, says that what the country needs is not a change of dictators, "but a change in the whole rotten system." That is just what Mexico needs also, and that is the fundamental cause of so much upheaval. There will be upheavals in Mexico, no matter how the present situation may be handled, until the "whole rotten system" is changed and patriots get in control and the revolution grafters are sent to the extreme rear.

There is much pleasure in Globe just now over confirmation of the report that in the Globe mining district there is to be another smelter and one several times larger than the O. D. plant already there. The new plant will be erected by the International Smelting and Refining company and will reduce to copper the concentrates of the Miami and Inspiration companies. The Globe district is rapidly coming to the front rank as a copper producer.

It is pleasing to see the democratic senators standing firm and immovable in determination in the matter of redeeming the pledge given by the party representatives at Baltimore for a downward revision of the tariff. It is not an easy task, but the outlook is that it will be thoroughly completed before the adjournment of the present special session of congress.

Recently one of our Arizona exchanges in speaking of Colonel Roosevelt mentioned him as the only living ex-president. If this paper will make

"ME AND MY OLD FRIEND SOL"



a close search of the golf links of the country it will probably find that ex-President Taft is still in action.

With an assessed valuation of more than fifty millions in the Warren district there should be no hesitancy on the part of the board of supervisors in the matter of providing a macadamized road through the entire district from Bisbee to Warren.

A girl stenographer who slipped as a waitress on a lake steamer and then refused to work over time and is charged with mutiny, the penalty for which is either death or twenty years' imprisonment. Now here we have equal rights with a vengeance.

We agree with the correspondent in Phoenix when he says that there is need for a democratic candidate for governor who will receive the loyal and hearty support of every democrat in the state.

How many opportunities have you had to pass up because you did not have the ready money?

If you will put aside a certain amount each month in one of our interest bearing accounts you will not only have the money to take advantage of the next opportunity but your money will be making money in the meantime.

It is not necessary to think this over. Start an account today with the

Miners & Merchants Bank

LOUIS B. JACOBS MUSICAL COMEDY CO.

PRESENTS

R. U. A. MOOSE

SPECIAL!!! SATURDAY NIGHT MOOSE NIGHT
No Raise In Prices: 10c, 20c and 30c

start, and the rearrangement would thereafter keep them even. The millennium they seek would probably follow an era of universal idleness, but it is not possible that it could be brought about. If it were possible, millions would not survive it. It is not at all likely that the I. W. O. leaders expect these sporadic efforts of theirs to become any part of such a universal, prolonged strike against conditions as they exist. They are intended to be educative, to increase in frequency until some time there will be a last and general strike.



Summer Fares

Tickets on sale daily to Sept. 30
Final Return Limit October 31

Liberal Stopovers Going and Returning

From Bisbee to	From Bisbee to
Boston, Mass. \$105.55	Pueblo, Col. \$ 45.40
New York, N. Y. 96.25	Detroit, Mich. 78.55
Philadelphia, Pa. 91.75	St. Paul, Minn. 67.55
Washington, D. C. 84.95	Minneapolis, Minn. 67.55
Buffalo, N. Y. 85.55	Cincinnati, Ohio 74.45
Chicago, Ill. 67.55	Atlantic City, N. J. 93.45
St. Louis, Mo. 62.05	Asbury Park, N. J. 94.95
Kansas City, Mo. 51.05	Louisville, Ky. 70.20
Denver, Col. 45.40	Portland, Me. 106.55
Colorado Springs, Col. 45.40	Baltimore, Md. 84.95

And to all the Other Principal Eastern Resorts

Our Agent will be very glad to help you plan your trip and to make Pullman Reservations for you.

EUGENE FOX, General Passenger Agent.
EL PASO, TEXAS.

The Antlers Cafe

Main St. Opp. P. O. Phone 221
WM. ROBINSON

You Worked For That Money

Now make that money get out and work for you. That is the only fair proposition for you. Instead of other people banking your money, why not bank part of it for yourself?

We are not entirely selfish in urging you to save and to use this bank. A bank account means everything for you. It means credit, opportunity and power. No matter how small an amount you start with it will be cordially welcome with us.

The Bank of Bisbee, BISBEE, ARIZONA
The Oldest and Largest Bank in Southern Arizona

4 %
ON SAVINGS



Funds Regularly With This Bank

and paying bills by check affords SAFETY for the Firm, Merchant, Corporation and Individual alike—it also brings system into their business and establishes their credit.

This bank, strong and accommodating, invites YOUR ACCOUNT.

Citizens Bank and Trust Company

Main Street. Bisbee Arizona
Will E. McKee, President. C. A. McDonald, Cashier.
O. W. Wolf, Assistant Cashier

PROPOSED ERA OF IDLENESS

(Arizona Republican)

It is noticed that when the I. W. O. became the controlling element in a strike, the leaders try to prolong it to the utmost, to avoid a settlement. That was the case in the great textile workers' strike and also in the long strike at Paterson. We are furnished a fine instance of the operation of the doctrine of idleness in the dock workers' strike now in progress at Duluth.

According to the dispatches of yesterday, the strike had been won. Every demand which the dock workers had made was conceded, including a belated demand for an additional increase in wages. The strikers were willing to return to work, but the I. W. O. leaders prevented a settlement on any basis. It is the idea of the I. W. O. leaders that if all men would quit working there would be a destruction of all industry, and the world would be brought to a standstill; that there would follow a readjustment of things generally, and that by it all men would be given an even